

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,365 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "KINSHAN,"1,995 "....." J. J. Lossius.
 "HEUNGSHAN,"1,998 "....." R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"1,651 tons.....Captain T. Hamlin.
 "SUI-TAI,"1,651 "....." G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 1 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tons.....Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"560 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half January	JAPAN	Second half January
TJILIWONG	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH	JAVA	First half February	JAPAN	First half February
TJILATJAP	JAPAN	First half February	JAVA PORTS	First half February
TJIPANAS	JAVA	First half March	JAPAN	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE,
 Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 22nd January, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

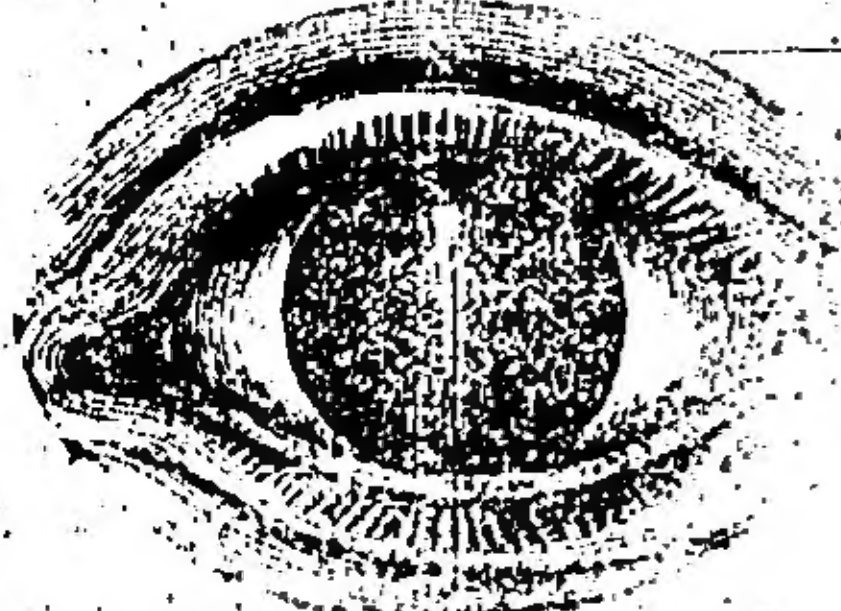
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. M. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 27th July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO at No. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 30th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PRUSSEN WEDNESDAY, 27th February.
 PRINZESS ALICE WEDNESDAY, 13th March.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 ZISTEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM,
 carrying second class passengers only.

ON WEDNESDAY, the 30th day of January, 1907, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess.

Passage Money payable in local currency at current eight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.00	\$42.00	\$22.00
Return	91.00	64.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65.00	44.00	24.00
Return	97.00	66.00	36.00
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON ...	68.00	46.00	27.00
Return	123.00	83.00	49.00

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 MANILA1,790.....FRIDAY, 1st February.
 PRINZ WALDEMAR3,127.....THURSDAY, 28th February.
 PRINZ SIGISUND3,302.....THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Lines can be called on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	23.00	18.10	11.00	Return \$42.00	\$27.15
TO BRISBANE	23.00	18.10	11.00	Return \$54.00	\$36.00
TO SYDNEY	23.00	18.10	11.00	Return \$59.10	\$41.10
TO MELBOURNE	23.10	18.10	11.00	Return \$64.50	\$44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$85.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class
 Steamer \$97.00
 TO EUROPE VIA AUSTRALIA AND AMERICA 96.00
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, PRUSSEN WEDNESDAY, 30th Jan.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 13th Feb.
 KOBE & YOKOHAMA

TRANSACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO.,

Hongkong, 19th January, 1907.

Installations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 95 ft., bottom 75 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of
 entrance, top 80.5 ft., bottom 45.8
 ft. Water on blocks, 26.5 ft. Time
 to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. I. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,200 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

A. CHAZALON & CO.,

6, Queen's Road Central.

WHO have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris.

ALSO

A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.

Hongkong, 11th January, 1907.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 CHANTS, NAVAL CONTRACTOR
 AND GENERAL COMMISSIONARY

AGENTS,

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HANI
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.

&c. &c. &c.
 Sole Agents for
 FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.
 EVERY KIND OF

SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES,
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆李
 CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE

at
 No. 35, DES VOUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
 ORDERS punctually attended to, and CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 1st March, 1907.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
 PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.
 Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$2.50 per Cask ex Factory.

In Bags of 50 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 2nd October, 1906.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRIOR VERY MODERATE.
 Hongkong, 15th September, 1903.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS
 in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.
 Orders Promptly Executed.

No. 5, ARSENAL STREET,
 Hongkong,
 Hongkong, 28th April, 1906.

FOR SALE.

WELSHACH'S
 IN-DOOR &
 OUT-DOOR
 4-LIGHT
 GAS AND
 LAMP,
 Do. BOKED
 LIGHTS,
 Do. HARD
 LAMP,
 Do. M.A.M.
 TILES, CHIM-
 NEYS, GLO-
 BES, SHA-
 DES, &c., &c.,
 and INGEN-
 UOUSLY
 GAZONING
 LAMPS of all
 descriptions
 from best
 makers.
 NAPHTHA-
 for the best kind
 of CAS-
 LINE, LAMP,
 LINE, EM-
 ONES, kept
 in stock.

TAI KWONG CO.,
 100, Des Voux Road Central,
 Hongkong, 2nd January, 1907.

Intimation.

Powell's

Ladies' Outfitters,

ALEXANDRA BUILDINGS.

ELEGANT FOOTWEAR

at Reasonable Prices.

BLACK GLACE SLIPPER

Two Strap

\$0.25 Pair.

LACE BOOTS

Softest Glace Kid,

\$9.50 Pair.

IDEAL LIGHT WALKING SHOE

Black Glace

Tan Calf

\$6.50 Pair.

with

LOUIS HEEL

Superior Finish

\$8.50 pair.

INSPECTION INVITED.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 19th January, 1907.

To Let.

NOTICE OF REMOVAL.

On or about the 15th January

Messrs. K. A. J. CHO-TIRMALL & Co.

will remove to NEW PREMISES, No. 64, QUEEN'S ROAD CENTRAL, formerly occupied by the Travellers' Hotel.

Hongkong, 21st January, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO BE LET.

2ND FLOOR, No. 23, CAINE ROAD.

Apply to—

SIN TAK FAN.

Hongkong, 19th January, 1907.

TO LET.

TWO ROOMS, exceptionally well situated, are vacant for two gentlemen. Every comfort and attention will be paid.

Please apply to—

53, CAINE ROAD, or address—

"R."

C/o Hongkong Telegraph.

Hongkong, 17th January, 1907.

TO LET.

FOUR-ROOMED HOUSES at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry-Goods Storage) at No. 14, Des Vaux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG, Comptroller Department, Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1907.

TO LET.

NOS. 1, WEST END TERRACE, Shameen, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th December, 1906.

TO LET.

"RANFURLY" CONDUIT ROAD. OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 14th December, 1906.

TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by:

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 23rd January, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS ARTICLES, comprising:—

CLOTHING, JAPANESE PIECE GOODS, BLANKETS, TEA SETS, EGYPTIAN CIGARETTES, &c., &c., &c.

ALSO

An Assortment of WINES AND SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 22nd January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by:

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 23rd January, 1907, at 2.30 P.M., at No. 4, Queen's Road Central,

A LARGE ASSORTMENT OF SILVER AND IVORY WARE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 22nd January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by:

PUBLIC AUCTION,

TO-MORROW, the 23rd January, 1907, commencing at 3 P.M., on board the "Rambler," the following:—

H.M. Surveying Vessel

"RAMBLER,"

Single Screw, Composite built, Copper Sheathed,

Displacement 815 tons.

Indicated Horse Power 650 N.D.

Extreme Length 163 ft. 3 in.

Extreme Breadth 29 ft. 6 in.

Build 1880.

Engines Compound Surface Condensing, Horizontal, by Elder.

Propeller One (Griffith's) Gun metal.

Boiler Three Cylindrical Direct Tubular.

Load on Safety Valves 60 lbs.

Distilling Condenser Two Normandy's Single No. 10 distilling 2,688 gallons of water per 24 hours.

HULK "MIDGE,"

Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.

Length 155 ft. 0 in.

Breadth 25 ft. 0 in.

To be sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be sold with "MIDGE" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon, and 2 and 4 P.M. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 22nd January, 1907.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of January, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 22nd January, 1907.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	102	Yau Ma Tei.	128 feet by 240 feet	30,720	2,320	71,200

Hongkong, 19th January, 1907.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of January, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of CROWN LAND, at Fo Tau Chau, in the Colony of Hongkong, for a term of 75 years from 1st July, 1898, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less 3 days.

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 22nd January, 1907.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	102	Yau Ma Tei.	128 feet by 240 feet	30,720	2,320	71,200
2	103	Yau Ma Tei.	128 feet by 240 feet	30,720	2,320	71,200

Hongkong, 19th January, 1907.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of January, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of CROWN LAND, at Fo Tau Chau, in the Colony of Hongkong, for a term of 75 years from 1st July, 1898, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less 3 days.

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

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Hongkong, 19th January, 1907.

DISASTROUS STORMS IN THE PHILIPPINES.

Tacloban, Leyte, January 14th.—The storm which has just passed over here has caused great destruction. Reports show that it spread over the whole island of Leyte and over the greater part of Samar and reached Cebu and Negros. Telegraphic communication is a thing of yesterday as lines are down all over. In Tacloban the storm raged from early morning till six in the evening reaching its height about three o'clock in the afternoon.

Camp Bumpus has suffered severely owing to its exposed position. The men's barracks were of nipa, old and in bad shape and barely habitable. One of them was entirely destroyed and the others are ready to drop when looked at cross wise. The Quartermaster has asked authority to reconstruct the barracks, building four model sets of quarters.

For the present till new quarters are provided the men are quartered in the church and the remaining cuartel. A few are distributed elsewhere. Fortunately there are but three companies here now.

The only telegraphic communication it has been possible to establish since the storm is with Tapanan from whence we have received reports that all the bridges are out and 80 houses destroyed. Several people were drowned, number not known.

The Tabacalera steamer *Ilocos* is on the rocks on Samar, just opposite Tacloban harbor. She broke her anchor chain and was blown ashore. The gunboat *Pampanga* had a hard struggle coming over from Cebu and had to lay up under cover of Biliran island and it looked for a while rather dubious whether she would pull through or not. The *Philadelphie* started before the storm. The constabulary cuartel in Tacloban is a wreck though the papers have been saved.

From Bacolod Negros comes the following account of the storm there:

"As an effect of the typhoon of the 12th there was an overflow of rivers; a flood never before known in the towns of Silay, Saravia, Victoria, Manapla, Cadiz-Nuevo, Sagay: 28 persons, drowned as heretofore discovered, many cattle large and small. Several small houses, camaries, recept plants and about to be harvested, sugar, rice, etc. were destroyed."

Further details of the terrible storm have been received from the provincial treasurer. It appears that the damage was widespread. Shipping however did not suffer as much as might have been expected, though ships arriving report an immense amount of wreckage which is believed by some to be the wreckage from the buildings destroyed and blown into the sea. The steamer *Ilocos*, property of the Compania General de Tabacos de Filipinas, and the launch *Mobilis* both met with accidents, the former being driven from her moorings and cast ashore on the coast of Samar. The *Mobilis* went ashore in the bay.

Alang-Alang suffered severely having no less than 220 houses destroyed, not including the new school house and a new market in the course of construction. Thirty lives are reported lost at Jaro, these deaths being from drowning.

The following telegram gives the fullest details that have been received up to date:

Tacloban, January 14.—The governor being absent on the west coast, I have the honour to report the following facts relative to a severe typhoon which passed over this province, on Thursday, the 10th instant. Up to the hour of writing this, 9.00 p.m., I have been unable to communicate with you by telegraph and it has also been impossible to communicate with the northern, western and southern coast on account of the interruption in the telegraph service.

At this place the typhoon reached its greatest intensity at about 2.30 p.m. Many small nipa houses were destroyed, zinc roofs were torn off in many instances and banana and hemp plants uprooted generally.

At Camp Bumpus one set of soldiers' quarters was blown flat to the ground and all structures there of nipa and bamboo considerably damaged. The officers' quarters being constructed of more substantial materials were apparently uninjured.

Part of the building used by the constabulary as quarters was unroofed and sides blown in and some stores were damaged.

The provincial stables were unroofed and a scow and small row boat belonging to the province were blown out into the bay and cannot be located. Full reports are lacking as to the condition of the roads and bridges out of Tacloban, but it is very probable that considerable damage was done to both by high water.

The Tabacalera steamer *Ilocos* was torn from its moorings in the bay and grounded on the opposite shore of Samar. The military launch *Mobilis* arrived from the south as the storm was at its height and was run aground in the bay. At this writing the *Mobilis* is again a her dock but the *Ilocos* is still aground. No casualties at sea have as yet been reported here.

Vessels coming from the north report the shores of Carigara bay to be strewn with wreckage of all descriptions. It is very probable that some lives were lost there. The island of Biliran is supposed to have been directly in the path of the storm and to have suffered severely.

All towns to the south accessible by telephone report nipa houses blown down and all growing plants especially hemp and bananas damaged to a considerable extent. The storm however seems to have been less destructive at the distance south from this place increases the principal losses there being due to high water.

The President of Alang-alang reports the complete destruction in his town of 223 private houses, the school house and a new market in course of construction, also 79 private houses, and new quarters for the municipal police in course of construction considerably damaged.

Reports from Jaro through military sources show great damage to that town. Latest reports indicate that the loss of life there was at least thirty, brought about by the overflowing of a river which encircles the town. I have received nothing as yet from the President.

Definite information from Palo and Tacloban discloses the loss of one life in each townaged persons who were unable to escape from houses which were overthrown by the wind.

Absence of reports from outside towns up to this time makes it impossible to estimate the

damage done. While the loss has been considerable. Unless future reports from outside towns show the damage to be much more severe than now supposed, there will be no need for aid of any description.

Information received from Governor Curry, announces that the pueblos of Santa Rita, Baybay and Balangiga and others in the centre and south of the island have been almost totally destroyed. Military barracks, court-houses, schools, etc., in Borongan and other towns have been destroyed. Loss of life in Samar has been small so far and Calabogon escaped with but a comparatively small amount of damage.—*Cablinews.*

Entertainments.

HONGKONG, ST. ANDREW'S SOCIETY.

SCOTCH CONCERT,

to celebrate the Anniversary of the Birth of

ROBERT BURNS,

will be held in

ST. GEORGE'S HALL, CITY HALL, at 9.15 P.M., on

FRIDAY,

25th January, 1907.

Seats (\$2 each) may be reserved at the ROBINSON PIANO CO., LTD.

Hongkong, 14th January, 1907.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE FOURTH DANCE of the Season will be held in the City Hall on the 4th day of February. Members requiring invitations are requested to obtain them early. A Ferry launch will leave the Star Ferry wharf at 2 A.M. sharp for Kowloon.

REGALIA DANCE IN MARCH.

CALICO BALL IN APRIL.

JOHN J. BLAKE, Hon. Secretary.

Hongkong, 17th January, 1907.

Entertainments.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE TENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 26th January, 1907, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 18th January, to SATURDAY, the 26th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

MOUBRAY S. NORTHCOTE, Secretary.

Hongkong, 10th January, 1907.

Entertainments.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on MONDAY, the 28th January, 1907, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1906.

THE REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 19th January, to MONDAY, the 28th January (both days inclusive), during which period NO TRANSFER OF SHARES can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 14th January, 1907.

Entertainments.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 12th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 30th January to the 12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 21st January, 1907.

Entertainments.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

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By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 21

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Weekly—\$13 per annum.

The rate per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$2.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On December 11, at All Saints' Church, Marlow, by the Revd. J. H. Light, Vicar of the parish, assisted by the Revd. A. H. Austen-Leigh, Vicar of Vargrave, and the Revd. S. M. Winter, Captain HUBERT VICTOR RHODES, Esq., J.P., D.L., of Henricton, Henley-on-Thames, to CAROLINE MAUD, only daughter of Robert Griffin, Esq., J.P., of Court Garden, Marlow, Bucks.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 22, 1907.

SHANGHAI REFORMS.

A memorandum of considerable interest appears in the issue of the *N. C. D. News* of the 1st inst., which would tend to show that at last a Daniel has risen to judgment and the Northern Settlement is to be stirred up to a sense of its shortcomings and the conditions existing within its boundaries; conditions which the writer in our northern contemporary shows the way how to alter for the better. We refer to Mr. W. V. Drummond, a very prominent barrister-at-law in that city, who writes: "A policy has been in force for many years past, in accordance with which the Council has disliked and discouraged the appointment of Special Committees. A slight relaxation of this policy has taken place within a recent period, but quite insufficient to afford the necessary relief. I think that it would be greatly to the benefit of this community if a policy was now deliberately and regularly adopted of the appointment by the Council of a Special Committee of either three or five members of the community, not including any members of the Council, whenever any important matter of a special nature arises. The power of decision and action should remain vested in the Council, but the Committee should be requested to investigate and report to the Council, with full suggestions as to the course of action recommended by the Committee."

This would save an immense amount of time and labour on the part of the members of the Council, in procuring, examining and sifting the details of special matters. It would enable the Council to select members of the community specially qualified to deal with each special matter, and many members of the community would doubtless be willing to serve in connexion with a special matter, who would not be willing, or able, to give up the time necessary for serving on the Council. Some of the committees would have to be, and should be, paid for their services, and it is right that the community should pay for valuable work, which would lessen the burden that falls upon the members of the Council. Some of the directions in which the writer advocates reform are: 1.—The management of the police force. 2.—The management of the general hospital. 3.—The terms on which a monopoly of work in these Settlements should be granted to the Telephone Co. 4.—The question whether the electrical works should be carried on by the Council or by a company. 5.—The necessity for having a paid, or partially-paid, fire brigade. It will be seen that the writer has not "rushed into print," without being armed at all points, and ready to follow up, in a practical manner his animadversions, by what appear to us as very reasonable and well devised suggestions for the amelioration of the existing conditions, and states as his reasons for the reforms that he advocates that watching over and a control of the ordinary routine municipal work are quite sufficient, if thoroughly done, to occupy nearly, if not quite, the whole of the time that can be spared by the member of the Council. In conclusion the writer says: "It is also very desirable that the secretariat should be greatly strengthened, especially at the top, and suitably paid, but this alone would be quite insufficient to meet the great difficulty that now exists. As the annual meeting of ratepayers will be held in March it seems desirable that the whole question should, in the meantime, be carefully considered by the ratepayers. Mr. Drummond has undoubtedly taken time by the forelock, in his latter suggestion, while the very gentle suggestion of "suitable pay" will not be, we venture to think, without its sympathetic appeal to civil servants here."

THE OPIUM EDICT.

When we referred some days ago to the opium question, and the suggested action of the British Government in suppressing the exportation of the drug from India to China, we observed that the Chinese authorities might be credited with the usual *arriere pensée*. This view is shared by home and foreign journals, and the *Kobe Herald*, though not giving the matter that attention it deserves, or entering into the merits of the case, says:—"It will undoubtedly be necessary for the British Government to exercise the greatest care that it is not duped into putting money into the pockets of the Chinese opium growers. That there is considerable danger of such an eventuality resulting, if the praiseworthy intentions of the Chinese Government should not prove to be of a durable nature, is clear from some figures given in an interesting article recently contributed to the *Pall Mall Gazette*. After pointing out that many gross misstatements have been published concerning India's share in China's opium supply, the writer proceeds as follows:—"Taking into consideration the higher value of the better article from India, that country is responsible for rather over 94 piculs only out of every 100 piculs consumed by the Chinese votaries of the opium lamp! Or, in plain English and round numbers, rather less than 30,000 tons out of every 30,000 tons of opium required for the Chinese market! When, too, we come to the 'cruel injustice' and 'bitter wrong' accusations of India's part of the traffic, we directly discover that this exactly describes the action of Chinese officialdom in promoting the continual conversion of large areas of (formerly) food-producing districts into fields of red poppies—because the opium crop, being little less than a mandarin monopoly, the insatiable greed of these harpies causes them to view quite complacently the misery or even actual famine resulting from such a disastrous course." This simply bears out Dr. Morrison's statement about the extent of the poppy field, whether the edict recently published will have any effect beyond adorning the official ledger remains to be seen.

LOCAL AND GENERAL.

UNDER ordinary circumstances there will be no ship of the China Squadron going out of commission in the coming year.

We are informed that the band being engaged on Thursday evening there will be no music at the King Edward Hotel during dinner time.

The coxswain of the steam launch *Nancy* was fined \$1 and bound over in the sum of \$35 to be of good behaviour for six months, at the Police Court, this morning, for using abusive language towards Mr. Adolph Thiesen, on the 18th instant.

In consequence of Mr. Dyer Ball's return to the Supreme Court as interpreter, Mr. N. G. Nolan, who acted in his place for a few months, returned to the Police Court this morning.

The *Japan Chronicle* learns from a Tokyo dispatch that Mr. Nogasaki, a Councillor in the Imperial Court, has received a private letter, in which it was stated that H. R. H. Prince Arthur of Connaught intended to pay another visit to Japan.

As a result of Bishop O'Connell's mission to Japan the Vatican will establish shortly a Catholic University at Tokyo. It will be controlled by Jesuits of the American province. The appointment of an Apostolic Delegate to Japan is imminent.

A MEETING of His Majesty's Justices of the Peace was held at the Magistracy this afternoon to consider an application from Patrick Roberts to sell by retail intoxicating liquors at the Western Hotel, 90 and 92 Queen's Road West. Mr. F. A. Hazland presided. There being no police objection the licence was granted.

MR. G. A. Woodcock, secretary of the Sanitary Board, summoned the puller of ricksha No. 585 before Mr. C. A. D. Melbourne, at the Police Court, this morning, for refusing to accept hire on the 16th instant. Accused denied the accusation, stating that "he was waiting for his master." It was proved that he was not engaged, and a fine of \$2 was imposed.

THREE shopkeepers, doing business at No. 289, Queen's Road West, 22, Eastern Street, and 245, Queen's Road West, were summoned before Mr. F. A. Hazland, at the Police Court, this morning, by Inspector Withers, for being in possession of false scales. They were found guilty, and the first and third accused were fined \$50 each. The second defendant, whose case was more serious, had to pay \$75.

THE exhaustive tests made during the Russo-Japanese war of fire-arms have resulted in the authorities designing improved weapons. The Japanese War Office has already commenced the manufacture of rifles of a new and improved pattern, having decided to discard the arms now in use. These latter may be bid by middle and other public schools for drill purposes, and applications have already been received for them from many schools.

News has reached Manila that Judge Wilfley has asked for the appointment of Mr. Charles Silk, chief clerk of the Bureau of Justice, as marshal of the United States judicial district in China. Mr. Silk was Mr. Wilfley's right hand man during his term of office in the Philippines, and it is understood that the Governor-General has been asked from Washington whether he has any objection to the appointment. Mr. Silk declines to discuss the matter in any way.

A LONDON despatch says that the Chinese Eastern Railway Company is preparing to compete against American flour in the Far East. The Company will receive a Government subsidy to aid it in securing the command of the mills in the Harbin district. At present the output of the mills is only 120,000 pounds per annum, but it is believed that it can be increased to 200,000 pounds. Distributing offices will be opened by the Company at Nagasaki, Cheloo, Shanghai, Kobe, and Fusan.

THE Sanitary Bureau proposes to adopt vigorous measures for the stamping-out of leprosy in Japan, and a Bill authorising these steps will be shortly introduced to the Diet. The *Japan Chronicle* understands that if the Bill is approved, it will come into effect on October 1st next. A hospital will be established to receive cases in two or three prefectures in which the disease is more prevalent, and a subsidy of about ¥150,000 is to be granted next year to the local authorities for the prevention of the disease.

CAPTAIN Arthur A. C. Galloway, A.D.C., who has been appointed to be Commodore, Second Class, in command of the Royal Naval Barracks at Portsmouth, in succession to Commodore the Hon. Walter G. Stopford, A.D.C., is an officer of firmness, courage, and resource. We may recall that when serving in the *Invincible* at Singapore, Captain Galloway jumped overboard, and in conjunction with the Chief Mate Top, tried to save a man who had fallen from the foreyard and was taken down with him. The new Commodore has been in command of the gunnery school at Sheerness since January last.

A PRIVATE chair coolie, employed at No. 138, Peak Road, went out for a spree last night and got locked in by the police on a charge of behaving in a disorderly manner while drunk in Lyndhurst Terrace. The coolie had a drop too much for dinner and came down to the city to give vent to his spleen. The police thought he would rupture it, after they further trouble took the dancing coolie to the station. He was arraigned before Mr. F. A. Hazland, this morning, at the Police Court, to answer to the charge. He pleaded guilty, and was fined \$3.

THE SLAUGHTERHOUSE DRAINAGE.

At the meeting of the Sanitary Board held this afternoon the subject of the drainage of the City Slaughter-house was brought up for discussion, owing to considerable correspondence, arising out of an article which appeared in these columns on the 10th December, 1906. The Secretary forwarded a copy of the article (to the Hon. the Director of Public Works, and the matter was referred to the Sanitary Inspector. The Hon. the Principal Civil Medical Officer minutes: Obtain from the Hon. the Director of Public Works the minutes of the leader in the *Hongkong Telegraph*, which I wish forwarded to the Sanitary Surveyor. The latter official said he visited the slaughter-house on the 20th ult., and again on the 21st, and was satisfied that a serious nuisance existed at the out-fall. Before making a full report he desired to pay another visit. In the meantime more care should be taken that blood and manure is kept out of the drains.

The Hon. the President said that as regards this the contractor should certainly look after, this, as the collection of blood and hair, was certainly to his financial advantage.

The Colonial Veterinary Surgeon said that the contractor allowed as little blood as possible to escape, but some must always fall on the floor. Practically no hair goes down the drains, as blood and hair are valuable to him to lose. The same, though in a less degree, applied to manure, and instructions had been given to see that as little as possible escaped.

The dredging of the out-fall for a distance of fifty feet, as a temporary measure, was advocated by the Sanitary Surveyor.

DEATH OF MR. G. H. ALCOCK.

The *Japan Herald* records the death of Mr. George Henry Alcock, which took place on Saturday, 19th inst. Yokohama thus loses another of its very old foreign residents, and one of the early pioneers of foreign trade at this port. Mr. Alcock was born at Nottingham (England) on August 26, 1834. He went to Yokohama on June 28, 1862, to join the firm of Schultz, Reiss & Co., as silk inspector. It may be noted as a matter of history that Messrs. Schultz, Reiss & Co. were the first foreign firm to open an insurance office at this port, and Mr. Alcock made out the first insurance policy issued in Yokohama. In 1864 Mr. Alcock proceeded to Shanghai to join Messrs. Bradwell and Bloor, with whom he remained until 1868, when he took a trip to England. In the following year Mr. Alcock returned to Japan and was at Kobe until 1872, when he went on to Yokohama to join Messrs. W. M. Strachan & Co., afterwards establishing himself here as a public silk inspector. Mr. Alcock has ever since resided at Yokohama, and about ten years ago retired from business. The deceased gentleman was one of the first, as well as one of the most respected members of the Yokohama United Club. Intensely patriotic, he took a keen interest in everything that pertained to the furtherance of British interests, but this did not deter him from assisting in other movements of a more cosmopolitan character which had for their object the promotion of the general welfare of the whole foreign community. About eighteen months ago Mr. Alcock had a slight paralytic stroke, which left him in very different health, and on Saturday night he passed peacefully away. The deceased gentleman leaves a widow, a daughter and two sons, to whom the sympathy of the whole community will be extended in their bereavement.

We learn from Lisbon that the British Minister has informed the Portuguese Government that it is the intention of the Duke of Connaught, during his visit to Hongkong, to go also to Macao. The Minister of Marine has cabled orders to the authorities at Macao to render His Royal Highness all honours due to his rank. A cruiser will also be ordered thither.

THE statement made by the *London Daily Express* that a conference is likely to be held in Japan early next year on questions relating to mutual tactics and defence arising out of the Anglo-Japanese Alliance. It is not yet certain whether military officers only will proceed from England for this purpose; or whether two or more distinguished naval officers will be included also. It is not anticipated that any immediate or visible result will ensue from the conference, which, however, will serve to accustom the alliance between the two Powers.

Vice-Admiral W. M. Lang, formerly Admiral and Commander-in-Chief of the Chinese Navy, died on the 15th ult. at Deauville, Havant, Hants, at the age of 63. He entered the naval service in March, 1857, and reached the rank of captain in June, 1864. From 1886 till 1890, when he resigned, he was Admiral and Commander-in-Chief of the Chinese Navy, and he received the star of the third grade of the second order of the Double Dragon, conferred upon him by the Emperor of China in recognition of his services. In further recognition of those services he was also made a Mandarin of the Peacock Feather. He was afterwards senior officer on the South-east Coast of America from August, 1891, till January, 1894, and during part of the civil war in Brazil. In 1898 he was placed on the retired list, and in 1899 advanced to the rank of rear-admiral, and in 1901 to that of vice-admiral. The deceased officer had received the silver medal of the Royal Humane Society for the saving of life in Plymouth Sound.

ACCIDENT TO MR. H. N. MODY.

On the invitation of Mr. A. H. Rennie an official party, comprising the Officer Administering the Government, and others, paid a visit to the Flour Mills this afternoon. The party landed shortly after three o'clock. We regret to state that an accident befell Mr. H. N. Mody, who was one of the visitors. As he ascended the mill building by the main hoist, it is believed that when he reached the uppermost floor of the mill he was somehow thrown off the hoist and landed on the floor with an injury to his back. He was promptly attended to by Dr. Thornicraft of Kobe, who was among the party. Mr. Mody, after being administered a couple of doses of stimulants at once regained consciousness. Mr. Rennie had a stretcher brought for Mr. Mody.

SANITARY BOARD.

The bi-monthly meeting of the Sanitary Board was held in the board-room this afternoon, when the following business was transacted:

MEMBER'S APPLICATION FOR EXEMPTION. An application was submitted to the meeting by Mr. Lau Chu Pak for exemption against the requirements of the Public Health and Buildings Ordinance, in respect of Nos. 351 and 353, Queen's Road West, regarding the cutting of yards at the back.

The Medical Officer of Health minutes: The small back yard, required by section 175, is intended for the deposit of household refuse, pending its daily removal. I do not see any more reason for granting exemption in the case of the corner house, No. 353, Queen's Road West, than for any of the other corner houses which have been refused exemption by the Board. In the case of No. 351 I see no reason at all for granting exemption; it is not a corner house.

Mr. Lau Chu Pak minutes: I ought not to say anything in my own case, but the Medical Officer of Health's argument is so logical that I think I may be allowed to make a few remarks. The yard is, apparently, not required for lighting and ventilation, but for depositing refuse, which is removed to the dust-cart every morning by the occupiers of each floor. How can the refuse be deposited in the yard? And are the occupiers of each floor required to remove the refuse from their floors and deposit it in the yard for the contractor's men to take away every morning? It will be nobody's business to take it away. Moreover, such a yard could only be used by the occupier of the ground floor. Hitherto corner houses and houses having back lanes have been exempted.

QUESTIONS AS TO SANITARY BUILDINGS. Pursuant to notice Mr. Humphreys asked—(1) Has the Medical Officer of Health ever found that certain Chinese houses which are perfectly sanitary in every respect come within the scope of section 175 of the Public Health and Buildings Ordinance 1903?

To which the Medical Officer of Health replied as follows:—The M. O. H. does not regard any domestic building as "perfectly sanitary in every respect," which is not provided with an open space, exclusively belonging to such house, in which domestic refuse can be placed pending its removal from the premises, and in which a latrine can be constructed for the use of the inmates of such building.

(2) Has the Medical Officer of Health ever found that Chinese houses that do come within the scope of section 175 would not be rendered more sanitary by an enforcement of its provisions?

The Medical Officer of Health replied: The M. O. H. is not prepared to state that any Chinese house would not be rendered more sanitary by the enforcement of the provisions of section 175 of the Public Health and Buildings Ordinance.

WELL-WATER AT JARDINE'S.

After examining and testing the samples of water taken from the well in the garden of Messrs. Jardine, Maibeson's house, East Point, the Government Analyst said some impurity was present in the water; probably the well wanted cleansing out. This water should be boiled before use. Another sample should be examined after rain. The Government Bacteriologist said the sample contained 3,000 colonies of micro-organisms, multiplying at room-temperature, and 1,500 multiplying at 37° C. In addition to water bacteria the sample contained liquefying bacilli, fluorescent bacilli, and streptococci. Colon bacilli, were found present in 3/100 of a C.C. of the sample. The sample is non-potable.

ALLEGED THEFT OF A PROMISORY NOTE.

WEALTHY WIDOW ARRESTED.

Chao Szee, a widow, who is reputed to be very wealthy, and alleged to be a money-lender by profession, residing at the Hung On Chan boarding-house, 37, Connaught Road Central, was arraigned before Mr. C. A. D. Melbourne, this morning, at the Police Court on a charge of grand larceny. The complainant is Wong Pui Yick, another widow, residing at No. 9, Reclamation Street, Yau-mut, and she alleges that defendant stole from her yesterday a promissory note, the face value of which amounted to \$5,000.

Inspector Ritchie, of the Central Police Station, had charge of the case. Mr. O. F. Dixon, of Mr. John Hastings' office, appeared for the prosecution, the defendant being unrepresented.

Some months ago, so we are informed, defendant borrowed from complainant the sum of \$5,000, for which a promissory note was obtained. Yesterday, defendant notified complainant on the pretext of returning the loan. She asked for the promissory note, saying that she wanted to see the date on which the loan was made, in order that the interest on the capital might be included. It was then alleged that defendant substituted a forgery for the genuine note and was leaving the house, promising to return with the money later, when she was found out and charged.

Mr. Dixon applied for a warrant for the arrest of defendant, who, he stated, also had a hand in the matter.

The case was then remanded until the 29th instant. Bail was allowed in the sum of \$5,000.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE. ALLEGED PEGULATION. CHINESE POLICE OFFICIAL CHARGED.

[From Our Own Correspondent.]

Shanghai, 22nd January.

2.55 p.m.

The chief of the native police at Pootung has been arrested and sent to Nanking for trial.

He is charged with smuggling arms into the Yangtze valley with the object of aiding the cause of the revolutionists.

RAILWAY RIOT.

COMMUNICATIONS DESTROYED.

[From Our Own Correspondent.]

Shanghai, 22nd January.

2.55 p.m.

It is reported that an anti-railway riot has occurred at Huayinhsien, in Shensi.

The railway office, it is stated, has been burned, the schools destroyed and the telegraph wires uprooted.

Troops have been sent to the scene by the governor of the province.

BURGLAR IN WINE STORKROOM.

FELL INTO A TRAP.

Cheuk Luk, a street coolie, was arraigned before Mr. F. A. Hazland, at the Police Court, this morning, on two charges. On the first charge he was alleged to have broken into Messrs. McEwen, Frickel and Company's wine store, No. 7 Duddell Street, on the 15th December last, and 17th inst., and stole from different boxes \$211.50 worth of wines. On the second count it was stated accused entered the store on the night of the 19th instant with the intention of committing a felony. To both charges accused pleaded not guilty.

According to a statement made in Court by Mr. G. C. Duncan, of the complainant firm, it would appear that during the past year the firm's storeroom has been broken into by burglars on several occasions and the most expensive wines stolen. Finding, after many attempts, that it was impossible to catch the thieves, the matter was placed in the hands of the police, who promptly laid a trap, which was the means of capturing the guilty party. On the night of the 9th instant a lukong in plain clothes was instructed to hide in the storeroom. He was not there very long before he heard a noise which sounded like the opening of boxes. He crept silently out from hiding-place and on bringing his bull's-eye lantern into play saw accused, busily engaged in opening a case of claret. He blew his whistle and Detective Sergeant Munson, who was near at hand, responded to the call and took the coolie in charge.

After hearing the evidence of the lukong, his Worship said he had no doubt that accused was the thief, and sentenced him to four months' hard labour, four hours' stocks, and to be deported at the expiration of his term of imprisonment.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 22nd at 11.40 a.m.—The barometer has risen in S. Japan, and fallen again over China, except on the N.E. Coast.

The depression lying over Japan yesterday has moved westwards into the Pacific. Another depression appears to be forming over China to the S. of the Yangtze. Pressure is highest over N. China.

Moderate monsoon may be expected in the Formosa Channel and the China Sea.

FORECAST. 1.—Hongkong and neighbourhood. N.E. winds, fresh to moderate (many squalls). 2.—Formosa Channel, N.E. winds, moderate. 3.—South coast of China between Hongkong and Loo-choo, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

The cruiser *Spartan* will go to the East Indies and China. Stations next month, with relief crews on board for various ships on both stations, calling at Bombay, Hongkong, and Shanghai, says the *L. & C. Express*.

REURER'S Agency is informed that the Chinese Government has made certain proposals to Sir John Jordan, the British Minister at Peking, with regard to the duty on Indian opium imported into that country. The proposals have been transmitted to London, and are now occupying the attention of the British Government.

SHIPPING AND MAILS.

MAILS DUE. English (*Deucalion*) 24th inst. 5 p.m. Indian (*Namanga*) 31st inst. Australian (*Eastern*) 3rd prox. Canadian (*Athena*) 3rd prox. German (*Prinz Sigismund*) 6th prox.

The N. Y. K. S.S. *Shimo Maru*, European Line, left Singapore for this port on 21st inst. and is expected here on 27th inst. The *Imperial German Mail*, a.s. from Hamburg, left Colon on 20th inst. and is expected here on 27th inst. The *Imperial German Mail*, a.s. from Berlin of the 1st inst. left Colombo on 21st inst. and may be expected here on 27th inst.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

HOTEL MANAGER ARRESTED.

CHARGED WITH FALSE PRETENCES.

RAIL \$3000 GOLD.

[From Our Own Correspondent.]

Shanghai, 22nd January, 2.55 p.m.

The Manager of the Metropole Hotel Co., Ltd., Shanghai, W. C. Biddle has been arrested, and released on bail of \$3,000 gold. Mr. Biddle is charged with obtaining money under false pretences.

[Reuter's.]

The P. & O. S.S. "Moldava" Ashore.

LONDON, 20th January.

The P. & O. S.S. *Moldava* is ashore on the Goodwins, waiting for Deal. The Captain reports that he does not require any assistance.

A later message states that the *Moldava* has refloated without damage, and is proceeding to London.

Persia.

Reuter's correspondent in Teheran wires that the Shah has ascended the peacock throne, and the late Shah's second son has been appointed Heir Apparent.

The Jamaica Earthquake.

The latest news from Kingston, dated 19th inst., states that 700 bodies have now been buried.

Later.

The United States fleet is leaving Kingston owing to the receipt of a peremptory letter from the Governor, requesting them to withdraw on the ground that the Government was fully able to attend to all the needs of the population, and was only willing to permit a party of unarmed Americans to land for the protection of the Consulate.

The American Admiral declares that the immediate departure of the vessels is the only course consistent with the dignity of the United States.

The latest accounts from Kingston show that the death-roll is under-estimated, and that in addition to the 700 already buried over 1,000 unidentified bodies remain unburied, while the number of injured is now estimated at 3,000, of which 1,000 are seriously injured.

The Mediterranean Command.

Admiral Lord Charles Beresford has left Malta for Portsmouth, relinquishing the command of the Mediterranean fleet.

The population gave him a hearty farewell.

THE OVERTHROW OF YUAN SHIH-KAI.

The following Imperial Decree, dated 13th January, has been issued:

Notwithstanding the hardness of these times and the many difficulties which engage Our attention day and night at the present moment, we are making constant efforts to carefully supervise the administration of Our Empire, so as to raise her from her present lowly state.

Ye officials, high and low, know your duty, and strive to suppress the ill practices among you. Show Us that ye are honest and loyal.

We have recently learned that since President Chang Peshi and vice-president Tang Shao-yi assumed office in the Ministry of Communications they have acted with great partiality, filling the appointments of that Ministry with their favorites and friends, who are incompetent, and therefore unworthy to hold such important posts.

It pains Us to learn this lack of discipline; and that these two ministers have so disappointed Our hopes and abused Our kindness.

We thought of inflicting a severe punishment on these two officials and of immediately depriving them of their functions in that Ministry and order their retirement from the official world, but Our kindness prompted Us to retain them in the Government service, and grant them a pardon in consideration of their past services to the Empire.

However, let these two Ministers know that they have incurred Our displeasure, and by this decree We mean to give them a severe reprimand.

We order them to employ the greatest care in the choice of under officials in their ministry, and cast out all those unworthy, perfidious subordinates and assistants that fill the ministry at the present moment.

They shall be responsible to the Throne for mismanagement of that ministry, even for duties discharged by their subordinate officials. They shall consult with other high dignitaries before settling any affairs of importance.

If they dare to continue to act with partiality and for their own interests, We shall make them answer for their conduct.

This decree is to be respected.—Shanghai, 21st.

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 20th January.

H.E. Wu Ting Fang came to Canton from Hongkong yesterday on important business. H.E. is at present taking up his temporary residence at the Vicerey's yamen.

Chan Yu Tai & Co.'s engineering establishment, carrying on business in various parts of the city and with branch offices in Honam, was sealed up yesterday by the Panyu Magistrate by order of the Viceroy. The firm contracted for the formation of the new bund, which has been in construction for some time past. It is rumoured that the reasons for sealing up the firm's establishments were that the work on the bund has not been carried out in a satisfactory manner and that the accounts, which were presented to the authorities consist of many doubtful items. Five persons connected with the firm have been arrested, and all the account books were taken to the yamen for examination. In all four business establishments in Canton and Honam and six private houses were sealed up and eight steam launches of the firm were also seized by the authorities. From other sources, it is reported that the said contractors have had long overdue to them a sum of some \$100,000 for work done, otherwise the construction of the bund might have been completed long ago. From the present outlook of affairs it is hard to say when the work of the construction of the bund will be resumed. The arrest of the contractors and seizure of their properties have been the talk of the city.

Yesterday, Lo Po Shun, a member of the board of directors of the Canton-Hankow Railway Company, left for Hongkong with his family for the purpose of avoiding trouble in connection with the railway affairs.

It is reported that during the last month three cases of armed robberies have been committed at Shing Chou market, in Wuchow.

JAPANESE IN SHANGHAI.

RAPID INCREASE OF RESIDENTS.

A very rapid increase is noticeable in the Japanese population of Shanghai during the last ten years. This is clearly to be seen from the following annual figures since 1897:—

1897	809
1898	932
1899	1,088
1900	1,172
1901	1,473
1902	1,891
1903	2,250
1904	3,076
1905	4,331
1906	5,803

SIMPLIFIED SPELLING DEAD.

THE DEATH WARRANT.

In view of late events in the United States the following from the New York *Sun* should be interesting:—Simplified spelling, the cherished dream of Brander Matthews, Andrew Carnegie and Josh Billings, not to mention the President, is to be no more. After a brief but bitter struggle to supplant the spelling of the fathers, it is, by the action of the House, dead as far as the Government of the United States is concerned. It will take the place among the things which were but which are not, and sink quietly into innocuous desuetude. After having been an apple of much tumultuous discord in the legislative arena for the last two weeks its taking off was most peaceful, as much so that it was almost pitiful. Even the President, its sponsor, has been obliged to acquiesce in its death, and within a day or two he will issue another proclamation regarding its demise.

The end of simplified spelling and the resumption of the old style came at the close of the last session of the House. Representative Landis of Indiana, a chairman of the House Committee on Printing, arose in his seat just before the adjournment and offered a simple resolution to the effect that "it is the sense of the House that hereafter in the printing of House documents or other publications used by law or ordered by Congress, or either branch thereof, emanating from any executive department or bureau of the Government, the House printer should observe and adhere to the standard of orthography prescribed in generally accepted dictionaries of the English language."

When the clerk read the resolution and there was a pause for reply it seemed for a moment that there was to be neither a parting kick nor word of farewell to phonetic spelling.

The Speaker was about to put the question on the adoption of the resolution, to a vote when Representative Gillett of Massachusetts, the champion of simplified spelling in the House, arose and pronounced the eulogy over the corpse. Mr. Gillett said that while he was willing that the resolution should be adopted he wanted it understood that he had not in any way changed his opinion as to the advisability of the adoption of the simplified form. He realized, however, the necessity of having a uniform system of spelling in public documents and the confusion which would result by the use of two forms. If it was the sense of the House that the old style should be maintained he would move the adoption of the resolution.

The motion was put by the Speaker and carried without a dissenting vote.

The resolution was drafted that afternoon by Mr. Landis and Mr. Perkins of New York after the former had had a conference on the subject with the President. The President assured Mr. Landis that if it was the sense of the House that the old form of spelling should be maintained in public documents, he would interpose no objection, but would issue a new order to the Public Printer directing its use. This will end the matter as far as the Government publications are concerned.

THE SILVER SMUGGLING CASE.

ALLEGED MILLIONAIRE ON TRIAL.

The Manila *Cablenews* of 15th inst., says:—Wong Tai, a Chinese millionaire, a man who claims to be the owner of the *Paofoo*, seized on board the *Taiwan* in the possession of Lin Fan, the Chinese consular, was presented in the court of first instance yesterday morning to prove that his claim to the money was a good one and why it was his, and why it should not be seized by the Philippine government.

Wong Tai arrived yesterday morning on the *Rubi* from Hongkong. He was at first held up as suffering from trachoma. After some delay it was decided that he should land, but under the custody of the detective who accompanied him and who was instructed to return him to the ship every day after the sessions of the court.

Wong is a merchant and has lived 45 years in Hongkong where he has carried on business greatly to his own financial advantage and judging finally from his indifference it would be a small matter to him should the government finally confiscate the money.

The attorney for the defence put the witness on the stand and got him to tell how it happened. Wong stated that the defendant Lin Fan went one day to his store and told him in glowing terms of the grand opportunity that was before him of making an honest penny, or for the matter of that a good many of them by the purchase in the Philippines of old currency, Mexican and Spanish Filipino. He further suggested that the Philippine silver that found its way into Hongkong from various parts could be returned to the Philippines and there exchanged into the old currency.

Wong took the hint and began to gather in the shekels and entrusted them to Lin Fan to take to Manila where he should make the best exchange he could. Fan found that he could not make the deal stick in Manila as the price of the old currency was too high, so determined to carry back the money to Hongkong but it was found in his cabin and had been seized. This was the gist of his story.

Then began the questioning. In reply to questions he stated that he had purchased the Philippine silver in different lots, and at different times and prices and expected to make an average of 700 on every thousand. He bought P4,500 at the rate of \$60 Hongkong currency per thousand; another lot of P3,000 he paid \$68 per P1,000; P4,000 he bought for \$70 per thousand and at the rate of \$71 per thousand he secured the rest.

He handed this money over to Lin Fan and took his receipt and moreover insured it, on the 4th day of December last, the insurance being for "20,000 pieces of silver valued at P21,000."

The insurance policy was offered in evidence and attached to it an affidavit of the person who signed it saying that he had done so. The prosecution objected to the affidavit on the grounds that it contained an ex parte statement. The court overruled the objection. "If you had read the affidavit you would not make such a statement," declared the judge.

The prosecution then objected on the grounds that the signature was not proved. "Though the document bore no signature it would still be good," remarked the judge.

"Is this the first time you have ever sent Philippine money to the Philippines?" asked the prosecution.

"It is the first and it will be the last," replied Wong Tai.

The case was not concluded and will be continued at a later date.

INSURRECTIONS IN KIANGSI.

DISQUIETING NEWS RECEIVED AT TOKIO.

The *Kokumin* understands that, in contrast to recent private advice, reports reaching reliable quarters in Tokio indicate that the insurrection in the central Yangtze region is still rampant. About twenty thousand regulars detailed by the Government have been so far effective only in compelling the revolutionists to remove their headquarters to Hunan from Kiangsi, but unable to completely suppress them. The insurgents skillfully change their rendezvous and strengthen their force, thereby embarrassing the Imperialists in so small degree. According to advices coming through an English channel, it is doubtful whether the disturbance can be crushed should the troops at the disposal of the Government be despatched in *fo* to Hunan province. Mail advices received under date of Changsha, December 20th, says that the regulars were not keeping up to the mark and allowed the revolutionists to stand on their hind legs. The society-men concerned in the uprising availed themselves of the exterior by the local authorities concerned. The *Kokumin* informant believes that the environs of Changsha and Pao-ching, Hunan, are greatly infested by revolutionists. "The remnants of the partisans of the late Yang Tsai-chang, who was executed on a charge of conspiracy on the occasion of the Boxer trouble in 1900, are alleged to be in communication with Dr. Sun Yat-sen, who claims to be a systematic reformer. Japan-educated students, are also said to be associated with the propagandists. The highest leader of the emetics seems to be Kung Chun-tai, hailing from Sianyang. Pledges posted by the insurgents show that they aim at the overthrowing of the Manchu dynasty. The foreign warships are unable to steam to the upper reaches close to the scene, owing to the drought. It is further reported that many regulars are in traitorous communication with the revolutionaries and surrender arms even in the districts where the conditions are favourable to them. Japanese authorities on things Chinese agree in urging prompt suppression; as otherwise Capitanes revolutionists can utilize the existing movement and it may then assume alarming dimensions.

STEAMSHIP SUBSIDIES.

SLIGHT INCREASE IN ESTIMATE.

According to the *Japan Chronicle* the estimate of the Government subsidies for Japanese steamship services for next year, commencing on April 1st, as included in the Budget, is given at about Y6,450,000, showing an increase of about Y50,000. The principal services to receive the subsidy are as follows:—

- 1.—Yanagisawa service, between Shanghai, Suichow and Hangchow, and the Hunan Steamship Company. A greater amount is required on account of the increased number of ships on this service.
- 2.—Services between Tokyo and the Bonins, and between the mainland and islands belonging to Kagoshima Prefecture. More subsidy is again required as the number of ships calling at the islands has increased.
- 3.—Australia, Seattle and San Francisco. No change, as the old contract is still in force.
- 4.—Services to Korean ports.
- 5.—Services to the Hokkaido.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—National Banks \$40, Union Insurance \$750, China Fires \$95, Shell Transport \$30, West Points \$50, China Providents \$99, Ice \$240.

Sellers.—Hongkong Banks \$300, Canton Insurance \$297, Macao Steamboats \$30, China and Manila \$21, Douglas \$35, Hongkong Docks \$47, Fenwick \$21, Kowloon Wharves \$6, Shanghai Docks \$10, China Borneo \$10, Ropes \$21, Powells \$2.

Sales.—Hongkong Fires \$375, China-Sugars \$120, China Providents \$99, Cements \$21, China Lights \$9.

Nominal.—Indo-China \$87, Rauba \$9, Hongkong Wharves \$1, 235, Hongkong Land \$11, Hotels \$15, Humphreys Estates \$12, Hongkong Cottons \$14, Dairy Farms \$16, Electric \$16, Tramways \$215, Watsons \$11.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/2 11/16
Do. demand	2/2 11/16
Do. 4 months' sight	2/2 11/16
France—Bank T.T.	2/2 11/16
America—Bank T.T.	54 1/2
Germany—Bank T.T.	2/2 11/16
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	1/2 1/2
Japan—Bank T.T.	100 1/2
Java—Bank T.T.	100 1/2

Buying.

4 months' sight 1/2	2/2 11/16
6 months' sight 1/2	2/2 11/16
30 days' sight San Francisco & New York	54 1/2
4 months' sight do.	54 1/2
30 days' sight Sydney and Melbourne	2/2 11/16
4 months' sight France	2/2 11/16
6 months' sight do.	2/2 11/16
6 months' sight Germany	2/2 11/16
Bar Silver	31 9/16
Bank of England rate	5 1/2
Sovereign	8/9

To-day's Advertisements.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TOURANE."

Captain Lancelotti, will be despatched as above, TO-DAY, the 22nd instant, at 7 P.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd January, 1907. [10]

S.S. "TOURANE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *s.s. Medoa*, from Havre ex *s.s. Medoa*, and from Bordeaux ex *s.s. Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Furniture and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after TUESDAY, the 29th January, at Noon; will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th January, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 29th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd January, 1907. [10]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd January, 1907. [14]

To-day's Advertisements.

NOTICE.

A STEAM LAUNCH will leave QUEEN'S STATUE WHARF TO-MORROW.

at 2 and 3.30 P.M. to convey intending purchasers on board H.M.S. "Rambler."

HUGHES & HOUGH, Auctioneers.

Hongkong, 22nd January, 1907. [149]

PUBLIC AUCTION.

At the Undersigned's Sales Room, 12, Zealand Street, ON

FRIDAY, the 25th January, 1907, at 11 A.M., MISCELLANEOUS GOODS.

AND A quantity of HOUSEHOLD FURNITURE.

ALSO 2 GRAND PIANOS.

100 Cases SPANISH WINE.

100 Cases SOAP.

TERMS:—As usual.

F. KIENE, Auctioneer, Telephone No. 574.

Hongkong, 22nd January, 1907. [89]

PUBLIC AUCTION.

THE Undersigned have received instructions from M. GASTON LIEBERT, Consul-General for France, to sell by

PUBLIC AUCTION, ON

TUESDAY, the 29th January, 1907, at 2.30 P.M., within his residence, No. 10, MacDonnell Road,

THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE,

THEREIN CONTAINED, COMPRISING:—

TEAKWOOD TRASTAND with GLASS, WALNUT-COVERED BRASS HANDLES

HALL TABLE, COCOA-NUT TABLES, MARBLE-TOP BLACKWOOD FLOWER

STANDS, TABLE LAMP, (Oil and Electric combined) ELECTRIC CEILING FAN,

OVERMANTELS with GLASS, TAPESTRY, COVERED DRAWING ROOM SUITE,

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGONS,

TEAKWOOD SIDEROAD with BEVELLED GLASS, DINNER SERVICE (13 pieces), GLASS CROCKERY, WARE,

ICE CHEST, One Filter by Bush & Co., MARBLE-TOP MOTHER-OF-PEARL IN-

LAIN BLACKWOOD SIDE TABLE, MOROCCO-COVERED CHAIRS, TEAK-

WOOD BOOKCASES, ELECTRIC LAMPS and FANS, BED ROOM SUITE, TEAK-

WOOD DEESSING TABLE and CHEST-OF-DRAWERS with BEVELLED GLASS,

DOUBLE BRASS-MOUNTED BEDSTEAD with WIRE and HAIR MATTRESSES,

MARBLE-TOP WASHSTANDS, SINGLE IRON BEDSTEDS and BEDDING, COOK-

ING STOVE and UTENSILS, &c., &c., &c.

ALSO A quantity of PALMS in Pots.

On view from the 26th instant, at Noon.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 22nd January, 1907. [145]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that WHEELER & WILSON MANUFACTURING COMPANY, of Bridgeport County, Fairfield, Connecticut, U.S.A., Sewing Machine Manufacturers, have, on the 1st day of October, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. The name Wheeler and Wilson M.F.G. Co. printed in a distinctive manner.

2. The representation of a shield bearing a monogram of the characters "W. & W.", surrounded by a circular band having the inscription Wheeler and Wilson M.F.G. Co., Bridgeport, Connecticut, U.S.A.;

in the name of WHEELER & WILSON MANUFACTURING COMPANY, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—SEWING MACHINES AND THEIR PARTS AND ATTACHMENTS IN CLASS 6.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 21st day of January, 1907.

DENNIS & B. WILEY, Solicitors for the Applicants.

[147]

TO LET.

IMMEDIATELY the capacious premises on the Ground Floor of No. 2, PEDDER STREET, at present occupied by Messrs. HARRIS KEENEY CO., LTD.

Apply to—GILMAN & Co.

Hongkong, 22nd January, 1907. [150]

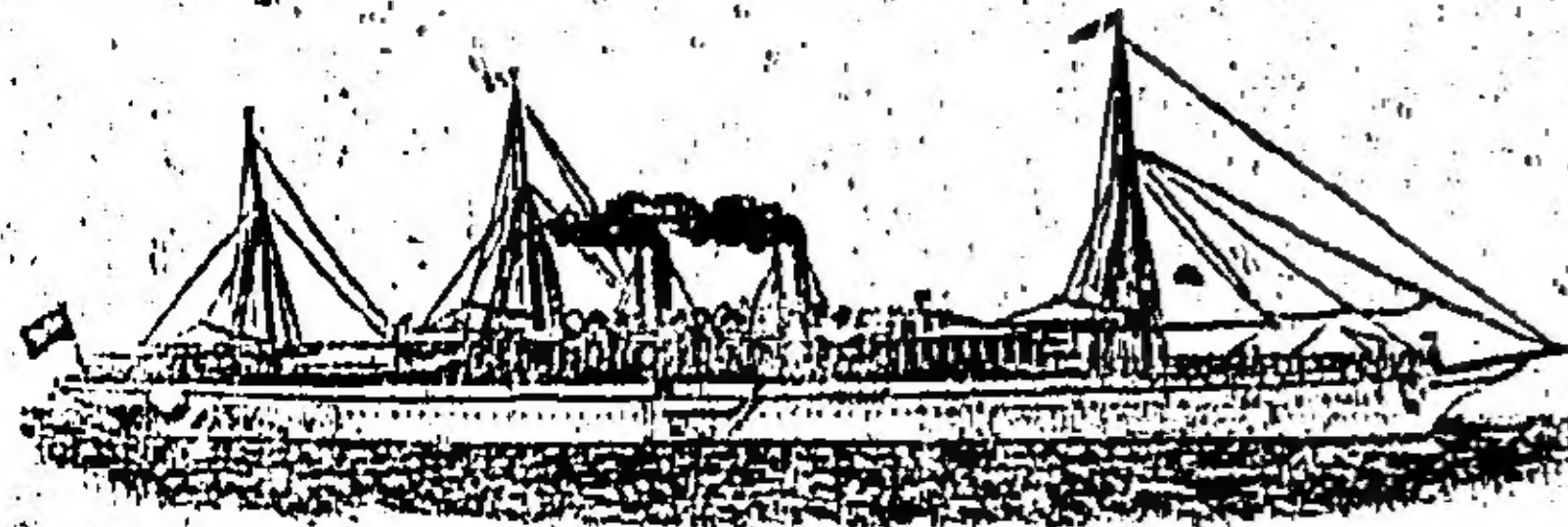
TO LET.

From 1st March, 1907.

NOS. 6, 7, and 12, AUS IN AVENUE, KOWLOON.

Rent Moderate.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line" Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF INDIA" 6,000	THURSDAY, February 14th March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th March 16th
"MONTEAGLE" 6,163	WEDNESDAY, February 27th March 23rd
"EMPRESS OF JAPAN" 6,000	THURSDAY, March 14th April 1st
"TARTAR" 4,425	WEDNESDAY, March 27th April 20th
"EMPRESS OF CHINA" 6,000	THURSDAY, April 11th April 29th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's N. Palatit "EMPRESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 21 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class on Railways £40.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 21st January, 1907.
D. W. CRADDOCK, General Traffic Agent for China
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA, LAISANG	"LOONGSANG"	THURSDAY, 24th Jan., 3 P.M.
MANILA	"MAUSANG"	FRIDAY, 25th Jan., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 26th Jan., 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kodat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd January, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, NINGPO and SHANGHAI	"CHANGCHOW"	25th January, 4 p.m.
TSINGTAO and CHEFOO	"HANGCHOW"	26th " Noon
SHANGHAI	"IOHANG"	29th " 4 p.m.
CEBU and ILOILO	"SUNGKIANG"	5th February, "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "
YOKOHAMA and KOBE	"TSINAN"	12th "

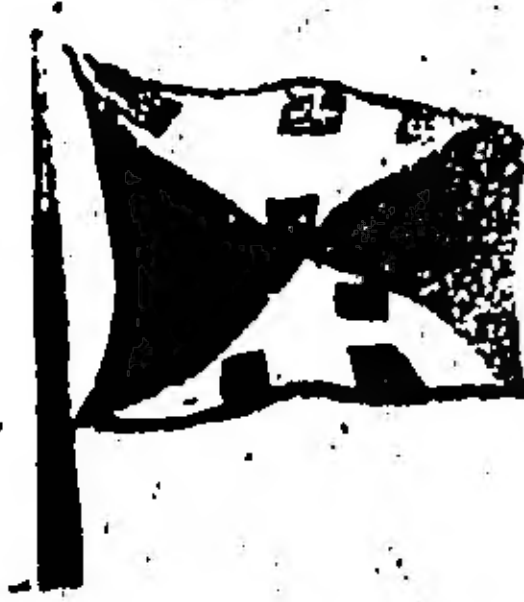
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd January, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th Jan., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th January, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	Arrival
"LOWTHER CASTLE"	The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHEINLAND," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, midship, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates; through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA 5th February.	SILESIA 27th January.
HABSBURG 3rd March.	SAMBIA 8th February.
RHEINLAND 1st April.	SAXONIA 15th February.
HOHENSTAUFEN 30th April.	SLAVONIA 13th March.
SILESIA 31st May.	SCANDIA 20th March.
SCANDIA 31st June.	FOR NEW YORK.
Hongkong, 22nd January, 1907.	NUBIA 22nd January.

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN," Captain J. G. Olfert, will be despatched for the above Ports, TO MORROW, the 23rd instant, at 3 P.M., instead of as previously advertised. For freight, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 22nd January, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Captain S. H. Bellow, will be despatched for the above Ports, on TUESDAY, the 26th instant, at Noon. This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor. For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 21st January, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SIKH" 9th February.
S.S. "MUNCASTER CASTLE" 12th March.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st January, 1907.

FOR LONDON AND ANTWERP.

"GLAMORGANSHIRE" will be despatched for the above Ports, on or about the 20th February. For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 17th January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

"KASATO MARU," 6,000 tons, Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907. Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A daily qualified Surgeon is carried. For further information, apply to
K. MATSUDA,
Manager.
York Building.
Hongkong, 27th December, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessel, during her stay in Hongkong Harbour:
E. B. SUTTON, American ship, Captain Batmann.—Arnold, Karberg & Co.

Hongkong, 16th January, 1907.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, or West Point, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 23rd of January, at 2.30 P.M.

All Claims must reach us before the 30th of January, 1907, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 18th January, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 23rd instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 17th January, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NYANZA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th January, 1907.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Exit cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904.

THE JAPANESE NAVY.

COMPARISONS WITH OTHER POWERS.

In the *Oriental Mail*, an anonymous "naval expert," pointing out that the Japanese Navy is losing its position in the world, urges the necessity of its regaining its former place without delay. This authority remarks that as the outbreak of hostilities between Japan and Russia, the Japanese navy consisted of a fleet with an aggregate tonnage of about 200,000 and then ranked seventh among the navies of the world. As a result of that war, Japan has secured Russian ships with an aggregate tonnage of about 130,000 tons and risen to fourth position, following Great Britain, France, and Germany. According to investigations made by the Japanese authorities, the first and second-class battleships, armoured cruisers, coast defence ships, and the first, second, and third-class cruisers (exclusive of destroyers, torpedo-boats, etc.) in the Navies of the Great Powers, stood as follows as the end of last month:—

Great Britain—165 ships, with an aggregate tonnage of 1,557,696.

France—80 ships, with an aggregate of 553,919.

America—53 ships, with an aggregate tonnage of 431,116.

Germany—62 ships, with an aggregate tonnage of 421,511.

Russia—23 ships, with an aggregate tonnage of 207,520.

Italy—28 ships, with an aggregate tonnage of 207,008.

It is to be noted that all ships included in this list with the exception of coast-defence vessels have been launched since 1886, and have a speed above 16 knots.

The Japanese warships from first-class battleships down to third-class cruisers, built since 1886, and with a speed exceeding 16 knots, are as follows:—

1.—Battleships—12, with a total tonnage of 172,818; the *Fuji*, *Shikishima*, *Asahi*, *Mikasa*, *Iwami* (late *Orell*), *Sagami*, (late *Perseus*), *Tango*, (late *Pollux*), *Hizen*, (late *Ulysses*), *Suzo*, (late *Pollux*), *Katori*, *Kashima*, and *Satsuma*.

2.—Armoured cruisers—11, with a total tonnage of 109,404; the *Asama*, *Tokura*, *Yakumo*, *Yamato*, *Yamato*, *Kaiyo*, *Nishin*, *Aoi* (late *Bayan*), *Tsukuba*, and *Komoda*.

3.—Second-class cruisers—7, with a total tonnage of 30,877; the *Idzumi*, *Matsu*, *Shima*, *Hakidate*, *Kasagi*, *Chitose*, *Tsuru* (late *Palada*), and *Soya* (late *Varyag*).

4.—Third-class cruisers—7, with a total tonnage of 21,133; the *Chiyoda*, *Aikido*, *Suma*, *Akashi*, *Nitaka*, *Tsushima* and *Otowa*.

5.—Armoured coast-defence ships—4, with a total tonnage of 26,015 tons; the *Chinyen*, *Iki* (late *Nicola*), *Ohmshima* (late *Admiral Iwakura*) and *Mishima* (late *Sentavina*).

As will be seen from the above list, the present force of the Japanese navy consists of 41 ships, with an aggregate tonnage of 366,247, and while Japan's success in the late war still remains fresh, the strength of the Japanese navy has fallen to fifth in the table of the world's navies, coming after the British, French, American, and German. The warships of the latest type, which are to be built by other Powers within the next few years, to form their principal fighting power, are as follows:—

France—15, with a total tonnage of 221,224.

Great Britain—15, with a total tonnage of 182,750.

Germany—16, with a total tonnage of 150,195.

Russia—22, with a total tonnage of 137,587.

America—17, with a total tonnage of 89,510.

Italy—6, with a total tonnage of 70,165.

In addition to the above, Russia is to build 8 armoured cruisers and 12 cruisers up to 1915, and Great Britain, 24 submarine boats; Italy, 20 torpedo-boats; France, 30 submarine boats, and 50 torpedo-boats, which are to be launched within the next twelve years.

The Japanese Navy is now building only five ships—the battleships "Aki" and "Kurema," and the dispatch-boats "Tone," "Yodo," and "Mogami" with an aggregate tonnage of 10,450, for filling up vacancies in the fleet, in addition to the battleship "Ibuki" and five other ships, their tonnage aggregating about 52,000. This is the third stage of the extension of the Navy, and apart from the above, the Japanese Navy has at its disposal a sum of about ¥76,000,000 for the maintenance of the existing force which is to be added in annual instalment for seven years, the sum for the present year being about ¥11,000,000. Thus it will be seen that the ships to be built by the Japanese Navy in the next eight years, inclusive of this year, are not more than 93,500 tons, with a sum of about ¥11,000,000 annually available for building ships in addition. In the matter of shipbuilding, the Japanese Navy is compared with the other Powers. Practically the construction of warships in Japan only fills up occasional vacancy caused by an old ship being withdrawn from commission. The naval force of the Power at present and in the near future is as follows:—Great Britain has 190 ships, representing 1,770,445 tons; France, 93 ships with 775,153 tons; Germany, 78 ships with 71,767 tons; America, 70 ships with 520,726 tons; Russia, 45 ships with 345,107 tons and Italy, 34 ships with 277,173 tons. Against these, the Japanese naval force is not more than 466,747 tons. In respect of tonnage, the Japanese fleet comes next to the British, French, German and American, and is above the Russian, but the Japanese fleet includes the "Ch

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, DJIBOUTI, EGYPT,
MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "OCEANIC"

Captain Magnien, will be despatched for
MARSEILLES on TUESDAY, the 5th
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd January, 1907.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	E. V. Roberts	5th Feb.
Tremont	9,606	T. W. Garlick	26th Feb.
Lyra	4,417	H. O. Armstrong	Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw a.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DUDWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th January, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pls.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

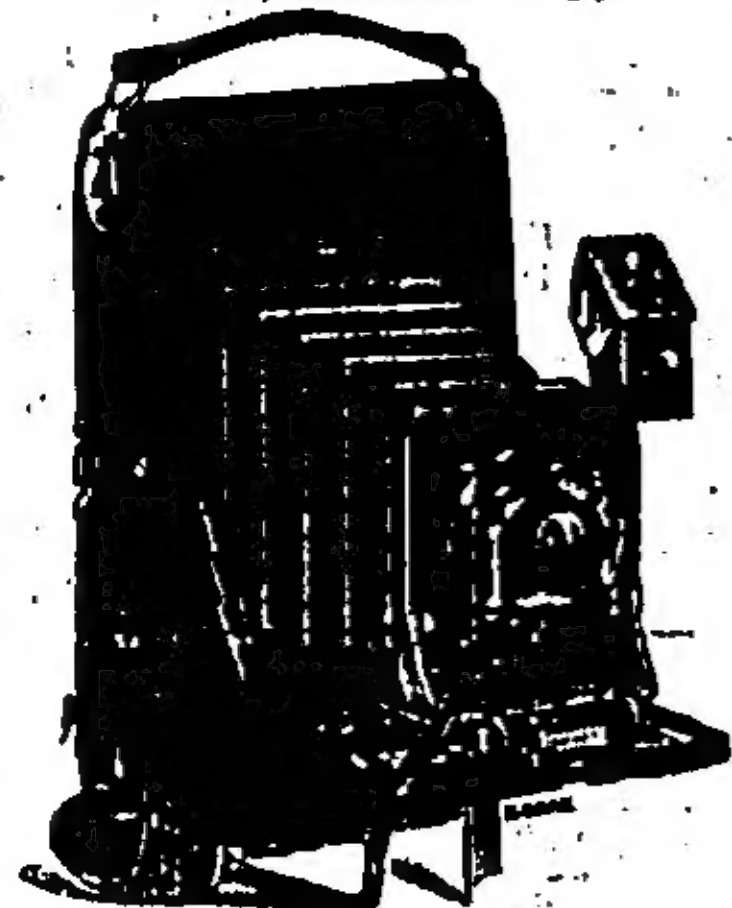
ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

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&c. &c. &c.



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EASTMAN'S

KODAKS, FILMS.

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

NOTE, WRITING AND BOOK
PAPERS,
BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"
Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,

1, Ice House Road.

Hongkong, 7th December, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$1,350,000 \$250,000 \$12,733 \$150,000	\$1,712,472	{ 1.15% @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1905	4 1/2 %	{ \$330 buyers London 3/6
National Bank of China, Limited	99,915	£7	£6		\$74,099			\$40
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$397 1/2
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15% for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$400,000 \$331,131 \$1,138,844 \$50,372 \$500,000 \$61,278 \$15,527 \$1,000,000 \$200,000 \$2,016	\$2,794,271	Interim div. of 1/3 for 1905	5 1/2 %	\$780 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$200,000 \$2,116	\$508,334	\$1 and 5/3 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$200,000 \$2,016	\$344,058	\$6 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$200,000 \$2,116	\$422,618	\$25 for 1904	6 1/2 %	\$373 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$50,000 \$204,638 \$93,562 \$250,000	\$6,563	\$14 for 1905	7 %	\$22
Donghai Steamship Company, Limited	70,000	\$50	\$50	\$350,000 \$144,386 \$120,000 \$280,958	Nil.	\$2 1/2 for year ended 30.6.1906	7 1/2 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$100,000 \$3,999 \$2,116	\$5,464	\$1 for 1st half-year 1906	6 1/2 %	\$50
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£280,958 £3,999 £2,116	£2,452	10% @ ex. 2/1 9/16 = \$1.69	5 1/2 %	\$87
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 400,000 Tls. 100,000 Tls. 23,156	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2 @ 1906	9 1/2 %	Tls. 56 buyers
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	£4,144 £65,000 £32,957 Tls. 98,000	£407,815	1 1/2 (Coupon No. 6) for 1905	4 1/2 %	Tls. 50 buyers 30/
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 51,000	\$218	{ \$1.50 for year ending 30.6.1906 \$0.75	5 1/2 %	\$30 \$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 13,013		Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$500,000 \$400,000 \$86,129	140,914	Final of \$15 making \$25 for 1905	10 1/2 %	\$128
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1905		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	5 %	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000 £26,011 none	£12,546	{ Final of 1/2 (No. 7) making 2 1/2 for year ended 28.2.06	6 %	Tls. 11 buyers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$909,050	Interim of 50 cents for account 1906	10 %	G \$10 sellers
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£8,745	No. 12 of 1/2 = 48 cents		\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	5 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$51,166 \$30,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$96
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$147 1/2
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$88,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 57,065	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 245 a. c. m. s.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100		Tls. 5,568	Tls. 18 for 1905	7 1/2 %	Tls. 255 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 105 a. & b.
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 %	\$90 sellers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 7% on \$7 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none		None		\$164 buyers
Do. (Founders)	123	\$15	\$15			None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,975 \$10,057	110,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$20,000 Tls. 29,783	167,839	Interim div. of \$33 account 1906	6 1/2 %	\$111
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6% = 10% for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	Tls. 150 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,366 \$50,000	\$5,070	80 cents for 1905	6 1/2 %	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$57
Shanghai Land Investment Company, Limited	25,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 102 buyers
Do. (new issue)	25,000	Tls. 50	Tls. 50	none		Interim div. of \$2 account 1906	8 %	Tls. 62 buyers
West Point Building Company, Limited	12,500	Tls. 50	Tls. 50	none	\$772			\$40 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939 Tls. 110,000	Tls. 64,986	Tls. 10 for year ended 30.6.1906	14 1/2 %	Tls. 70 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10		\$21,610	\$1 1/2 for the year ending 31.6.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.6.06 (8%)	9 1/2 %	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	7 1/2 %	Tls. 103
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 78,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 340 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$100 sellers
Bell's Asbestos Kisters Agency, Limited	8,000	12/6	12/6	\$814	\$856	1/3 per share for 1905	10 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	10 %	\$50
China-Borneo Company, Limited	50,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 880	Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 56 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,319	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$63 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$101 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$100,000 \$52,291	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$14 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$3 1/2 for year ending 28.2.06	10 1/2 %	\$63 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$7.00 for 10 months ending 28.2.06 60 cents	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 1/2 %	\$248 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$21 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	188	Final of 5 cents making \$1 for the year	14 1/2 %	\$7
Maatschappij tot Mijl- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	{ 4th interim div. of Tls. 7 1/2 making Tls. 30 30 a/c 1906	9 1/2 %	Tls. 249 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 17,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 170 sellers
Do. (new)	8,000	Tls. 50	Tls. 50		Tls. 9,751	Tls. 6 for 1904	15 1/2 %	Tls. 105 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 4,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 35,000	Tls. 14,452	Interim div. of Tls. 4 on account 1906	4 1/2 %	Tls. 104 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 85,592	{ Interim div. of 1 1/2 for 1-year 1906 Interim div. of 5/8 for 1-year 1906		Tls. 315 Tls. 285
Shanghai Waterworks Company, Limited	8,175	£20	£20	none	Dr. \$41,934	None		\$14
South China Morning Post, Limited	2,000	\$25	\$25	none	\$214	30 cts. (old) & 15 cts. (new) ear ended 31.5.06	5 1/2 %	\$52
Steam Laundry Company, Limited	20,000	\$5	\$5	none		Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
Union Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	{ 70 cents for year ended 31.5.1906 \$2.90	8 1/2 %	\$10
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	Interim of 40 cents for account 1906	6 1/2 %	\$150
Do. (Founders)	100	\$10	\$10	\$25,000		Final of 33 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734			\$12
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182			\$8
DIVIDENDS PAYABLE :-								
						China Provident Loan & M. Co. Hongkong and Shanghai Banking Corp. Hongkong and Whampoa Dock Co., Ltd.	80 cts. 2.15% \$6.00	\$2,140.60th